FOR MYSORE STATE

-11-53.

PUBLIC WORKS (195 4) Department.

SERIES: MS

G.O. No. 2883

Dated 19th August 1954

Passed
KW
Sujat
B
4.10.54

(Despatch Abstract.)

COMMUNICATIONS - Bridges - South Kanara District - Reconstructing Sheikmale oridge at mile 38/1-2 of Mangalore Mercara road - Revised estimate for Rs.70,660/- Approved.

HIGHWAYS DEPARTMENT

ASST. SECRETARY TO GOVERNMENT
22 FEB 1954

From
Sri K.K.Nambiar, B.E.,M.I.E.(Ind),
F.Inst.H.E.(Eng), M.I.Mun.E.(Eng),
M.Am.Soc.C.E.,
Chief Engineer (Highways),
Chepauk, Madras-5.

To
The Secretary to Government
Public Works Department,
Madras-9.

14458

Letter No. 66606-E4/53-2 dated 18th February, 1954.

Sir,

Sub: COMMUNICATIONS - South Kanara District - Reconstructing Sheikmale bridge at Mile 38/1-2 of Mangalore Mercara Road - Administrative approval - Requested.

Ref: G. O. Ms. No. 2302 Public Works, dated 1.6.1951.

I enclose an estimate for Rs.75,000 for the abovementioned work for the administrative approval of Government.

An estimate for Rs.46,000 has already been approved by Government for this work in the G.O. cited above.

The excess in the fresh estimate is mainly due to the adoption of current schedule of rates and partly due to the use of the abandoned M.S.Box Girders available at the site of Karimpuzha Bridge at Mile 47/6 of Calicut Nilambur Gudalur Road. The expenditure incurred on the purchase of the Girders was kept under objection by the Accountant General and as no other suitable bridge work could be found in the West Coast, it was decided to use them on the proposed bridge. As the Girders had already been fabricated, its suitability with respect to the features of this bridge and standard loadings had to be investigated and the final decision to adopt it took some time.

Since it is necessary to take up early measures to reconstruct the existing bridge as explained in the report accompanying the estimate, I request that this may be treated as special and the sanction of the Government may kindly be obtained and communicated to me early.

A.V. Padmanabhan 19.2.54

for CHIEF ENGINEER (HIGHWAYS).

nsk./19.2.54.

A2

Office of the C.E. Highways

Enclosure to this office letter No
66606/E4/53-2 dated 18-2-54
addressed to the Secretary to Govt,
Public Works Dept

To The Secretary to Govt,
Public Works Dept
Fort St. George,
Madras

SPECIFICATION REPORT TO ACCOMPANY THE ESTIMATE FOR RECONSTRUCTING THE SHEIKMALE BRIDGE IN MILE 38/1 OF MANGALORE MERCARA ROAD - SOUTH KANARA DISTRICT.

Amount of estimate: Rs. 75,000/=

NECESSITY.

The Mangalore Mercara road is a Provincial Highway with considerable through traffic between South Kanara, Coorg and Mysore. The existing bridge at mile 38/1 of the road is narrow and unfit to take up heavy truck loads. Its abutments stand cracked for a long time and its R.S. beams are supported by long rails fixed vertically with a cement concrete encasing for a good bit of their height and resting on the bridge flooring. At present the traffic load over the bridge is limited to 5 tons and the speed limit is laid down at 5 miles an hour. Hence it is proposed to construct a new bridge capable of carrying I.R.C. Class 'A' loading double lane.

SITE:-The alignment of the new bridge will be 40 feet downstream of the axis of the existing one, which will serve the needs of traffic until the new bridge is completed. With due regard to the alignment of the stream after it emerges from the bend upstream of the existing bridge, the new bridge will be located with its abutment faces at chainages 845 and 874 respectively as indicated in the site plan and boring chart.

HYDRAULIC PARTICULARS:-The catchment area of the stream is 5.5 sq.miles and adopting C in Ryve's formula as 2,000 in view of the proximity of the locality to the hills, the discharge works out to 6,232 cusecs which agrees with the figure of 6,480 cusecs obtained from Kutter's formula. The M.F.L. at site is 95.00. A free board of 3'-0" to the bottom of box plate girder to be precise to the underside of its bottom splice plate will be provided as per I.R.C. specifications. However for the following reasons, the question of discharge and velocity developed will not be considered. The linear waterway of the existing bridge is 25'-10" at the bed block level and 19'-0" at sill level. No flood in living memory has overtopped the road at the site nor the approaches outflanked or breached. Hence a single span of 29'-0" will amply satisfy the hydraulic requirements and will accordingly be provided, using the 33 ft. long ~~box~~ plate girders (plate girders) available at the Karimpuzha bridge in mile 47/6 of the Calicut Nilambur Gudalur road. The existing bed will be slightly deepened so that the new sill level will be 79.28 or 4½ inches below the deepest existing bed level and 9 inches below the average existing bed level.

FOUNDATION:-The boring chart reveals that rock is available at shallow depths; hence open foundations are feasible and an average level of 74.39 is considered suitable for the bottom of foundation of both the abutments and of the 4 wings. This is only for purpose of estimating and during actual execution, the concrete foundation will be laid in suitable benches according to the availability of rock. The foundation course will consist of a 9'-6" wide 1:3:6 cement concrete footing of an average depth of 1'-0". The foundation masonry of the wings and abutments will be a 3'-6" high and 8'-6" wide footing of coursed rubble masonry second sort in 1:5 cement mortar.

SUBSTRUCTURE:-The substructure of wings and abutments will also be of coursed rubble masonry second sort in 1:5 cement mortar. The abutment widths at top of bed block and at the footing level will be 4'-6" and 7'-6" respectively, the corresponding dimensions for the wings being 2'-0" and 7'-6" respectively. From the top level of the bed block (R.L. 97.89) to the road level (R.L. 102.77) the wings will be 2'-0" wide. The backing wall will be 2'-6" wide with a 4" thick wearing coat at top which continues till the junction of the wings with the approach road, as described below. The abutments are designed to withstand, besides dead loads, live load surcharge and earth pressure exerted by a back-fill of gravelly soil. For particulars regarding design of back wall and the provision of a compact crust over the backfill, vide page 3. The wings and abutment to be constructed separately if they are to be founded on two different soils which might cause uneven settlements.

SUPERSTRUCTURE:-This will consist of two plate box girders 33'-0" long and 3'-6¼" high, ~~spaced~~ Spacing 14'-0" apart centre to centre, with a 12" thick R.C.deck slab designed to carry I.R.C. class "A" double lane loading. The roadway will be 22'-0" clear between kerbs which, in accordance with the latest practice, will have an 18" x 12" section.

WEARING COAT:-A wearing coat 3½" thick at the centre and 2½" thick at the sides will be provided over the deck slab and will be of cement concrete 1:1½:3 proportion with 66.2/3% 1" size hard granite broken stone and 33-1/3% ½" granite chips. A 4" thick wearing coat will be provided over the backing walls between pedestals and also over the 6" thick 1:4:8 lean cement concrete between the wings.

HAND RAILS:-Hand rails system as approved by the Superintending Engineer, Bridges, will be provided. The posts will be 0'-5" x 0'-7" x 2'-7" high above the kerb and will be spaced at 4'-0½" centres. The hand rails (in 2 lines) will be 0'-5" x 0'6" in section.

BED BLOCK:-A nominally reinforced 1'-6" thick continuous R.C. bed block will be provided beneath the plate girders for the entire width of abutment and will be 20'-0" in length.

PROTECTION WORKS:-Granite rough stone dry packing 1'-0" thick over 6" thick gravel backing will be provided for the quadrant revetments. The revetments will rest on 2' x 3' toe walls. The revetments will be continued on either side of the bridge until the ground level becomes less than 5 ft below the road level.

BACKING WALL:-The masonry backing wall to the girder-cum-deck structure is a miniature abutment by itself, being 4.88' high and its section is designed adopting Spangler's equation for live load surcharge (upon which the surcharge tables are based). It is found that the effective height of the backing which functions as a retaining wall has to be reduced, and this reduction is achieved by providing a compact subgrade below the wearing coat and between the wings, consisting of a 6" thick lean (1:4:8) concrete course and 6" thick metalling laid in two 3" coats. The latter will have a gravel soling 1'-0" thick.

APPROACH ROADS:-Approach roads will be formed to join the existing road on either side of the bridge. The approach roads will have a 8" thick gravel soling with 5" thick metalling over it in layers of 3" and 2" respectively.

NOTE: All reinforced concrete work will be compacted by suitable vibrations.

LUMP SUM PROVISIONS.

Lump sum provisions will be provided for the following items:-

1) Earthwork excavation for foundation.

2) Earthwork for approach formation.

3) Hand rails for the approaches and guard stones at wing ends.

4) Baling out water and cofferdam for foundations.

5) Land acquisition charges.

6) Dismantling the existing old bridge and clearing site.

7) Construction of temporary sheds for workcharged establishment and for storing temporary balance stock of materials, and provision of a watchman's wages.

8) Petty supervision charges.

9) Contingencies and unforeseen charges.

10) Cost of box plate girders.

11) Hoisting the plate girders in position and conveyance charges.

12) Expansion joint and filling with gravelly earth and rocky spoils behind abutments and wings.

13) For vibrated concrete.

14) Major supervision charges for one year for a Junior Engineer's establishment

All works to be carried out as per M.D.S.S.

K.K.NAMBIAR,
Chief Engineer (Highways)

/ True copy /

A.V. Raghavan 192.

FOR CHIEF ENGINEER (HIGHWAYS)

Rvn.18/2.

19.2.92.

ABSTRACT ESTIMATE

RECONSTRUCTING THE SHEIKMALE BRIDGE AT M.38/1 OF MANGALORE MERCARA ROAD, SOUTH KANARA DISTRICT

Estimate Amount Rs. 75,000/=

S. No.	Quantity	PARTICULARS	Rate	Per	Amount
1.	L.S.	Earthwork excavation in ordinary soil including leads and lifts for foundations and cutting down the shoal downstream filling in low and eroded portion of the right bank in conformity with the right wings at end and revetting this bank widening bottleneck in the stream on the upstream side.	--	--	1,000
2.	1500 Cft	Cement concrete 1:3:6 with 1½" B.S.S. hard granite broken stone including cost and conveyance of all materials except cement for levelling course in foundation of abutments and wings (Data 3).	53-0-0	100 Cft	795
3.	520 Cft	Cement concrete 1:4:8 with 1½" B.S.S. hard granite broken stone including cost and conveyance of all materials except cement, between wing walls (below wearing coat) (Data 4)	53-0-0	,,	276
4.	20000 Cft	Coursed rubble masonry IInd sort in cement mortar 1:5 including cost and conveyance of all materials except cement for abutments and wings (Data 5)	70-0-0	,,	14,000
5.	450 Cft	Coursed rubble masonry 1st sort in cement mortar 1:5 including cost and conveyance of all materials except cement for pedestals over abutments, wings and parapets (Data 6).	95-0-0	,,	428
6.	100 Cft	Cement concrete 1:2:4 with 3/4" B.S.S. hard granite broken stone including cost and conveyance of all materials except cement for coping over parapet walls and pedestals and cut waters (Data 22)	72-0-0	,,	72
7.		Vibrated reinforced cement concrete 1:2:4 with 3/4" B.S.S. hard granite broken stone including cost and conveyance of all materials except steel and cement but			

1,561

S. No.	Quantity	PARTICULARS	Rate	Per	Amount
7.contd.		including charges for centering, curing and fabrication.			16,561
7(a)	930 Cft	For deck slab (Data 19(a))	3-4-0	Cft	3,023
(b)	270 Cft	For bed block (Data 19(b))	2-0-0	,,	540
(c)	70 Rft	Vibrated R.C.C. 1:2:4 with 3/4" B.S.S.size hard broken metal, hand railing with 5" x 7" posts at 4'-0½" crs with two rows of rails 5" x 6" including cost and conveyance of all materials except cement (Data 19(c)).	4-0-0	Rft	280
8.	600 Cft	Cement concrete 1:1½:3 with 66-2/3% 1" B.S.S. hard broken granite stone and 33-1/3% ½" B.S.S. granite chips including cost and conveyance of all materials except cement (Data 8)	76-0-0	100 Cft	456
9.	125 tons	Cost and conveyance of cement to site (Data 1).	126-0-0	Ton	15,750
10.	4.5 tons	Cost and conveyance of steel to site (Data 2)	443-8-0	Ton	1,996
11.	66 Rft	Cost of box plate girders inclusive of bearing plates (Data 17)	--	--	4,000
12.	10 tons	Hoisting and placing the box girders in position and conveyance charges (Data 18)	150-0-0	Ton	1,500
13.	18000 Cft	Granite rough stone dry packing as for aprons and revetments including cost and conveyance of all materials (Data 9).	40-0-0	100 Cft	7,200
14.	6600 Cft	Gravel backing 6" thick for revetments including cost and conveyance of gravel (Data 9(a)).	20-0-0	,,	1,320
15.	L.S.	Earthwork in ordinary soil including leads and lifts for forming approach roads.	--	--	3,000
16.	1050 Sft	Gravel soling 1'-0" thick including cost and conveyance of gravel and spreading gravel in 3 layers of 4" each (Data 20)	15-0-0	100 Sft	158

55784

S. No	Quantity	PARTICULARS	Rate	Per	Amount
					55,784
17.	10600 Sft	Gravel soling 8" thick including cost and conveyance of gravel and spreading gravel in 2 layers of 4" each (Data 21).	10-0-0	100 Sft	1,060
18.	2500 Cft	Collection and supply of 2" size I.R.C. hard granite metal including cost and conveyance (Data 11)	30-0-0	100 Cft	750
19.	2200 Cft	Collection and supply of 1½" size I.R.C. hard granite metal including cost and conveyance (Data 10)	34-0-0	,,	748
20.	1650 Cft	Collection and supply of good gravel including cost and conveyance for consolidation of 2" and 1½" size metal (Data 12).	13-8-0	,,	223
21.	1050 Sft.	Spreading 6" thick granite metal in 2 layers of 3" each including gravel blinding, watering and power roller consolidation complete (Data 15).	3-6-0	100 Sft	36
22.	9900 Sft	Spreading 5" thick granite metal in 2 layers of 3" and 2" thickness including gravel blinding, watering and power roller consolidation complete	3-3-0	100 Sft	316
23.	L.S.	Hand rails for approaches and 4 guard stones at wing ends.	--	--	500
24.	L.S.	Baling out water and cofferdams for foundation work.	--	--	2,000
25.	L.S.	Land acquisition charges	--	--	1,000
26.	L.S.	Dismantling the existing old bridge and clearing the site	--	--	450
27.	L.S.	Expansion joints	--	--	400
28.	L.S.	Back fill with rocky soils	--	--	500
29.	L.S.	Add extra for vibrated concrete	--	--	250
30.	L.S.	Construction of temporary sheds for workcharged establishment and for storing temporary balance stock of materials on a small scale.	--	--	2,000
31.	L.S.	For maintaining diversion	--	--	2,500
32.	L.S.	Petty supervision charges	--	--	1,725
33.	L.S.	Contingencies and unforseen charges-	--	--	1,755
34.	L.S.	Major supervision	--	--	3,000
		Total		..	75,000

(Rupees Seventy five thousand only)

K.K.Nambiar,
Chief Engineer (Highways)

Rvn. /True copy/

For Chief Engineer (Highways)

74997

15

P.W(A2)

Memo. No. 14458 A/54-2 dated 9-4-54

Sub:- Communications - South Kanara district - Reconstructing Sheiknale bridge at M 38/1-2 of Mangalore Mercara road - Revised estimate - Approval.

Ref:- From the CE(H) letter No. 66606-E 4/53-2 dt/18-2-54

-:-

The CE(H) is requested to furnish urgently a comparative statement showing the original rate and the revised rate for each of the items of the bridge work, with reasons for the increase therefor.

2. It is observed that the cost of M.S. box girders comes to only Rs 5,500/= and that apart from this, the additional expenditure due to revision of estimate is about Rs 23,500/= The CE is requested to report what would be the estimated cost of the bridge work if the M.S. box girders are not used for the bridge.

8/4/54 9.4.54

Kuw 8454

114 9-4-54

To The CE(H)

P.W (A2)

Memo No. 14458A/54-3 Dated 8-5-54

Sub: (as on p15 ante)

Ref:- Memo No. 14458A/54-2, P.W., dated 9-4-54

The CE(H) is requested to send his report as soon as possible.

8.5.54

7.5.54

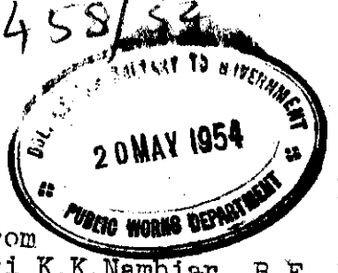
7.5.54

10/5/54

To

The CE(H)

4458/54



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17

HIGHWAYS DEPARTMENT

From
Sri K.K.Nambiar, B.E.,M.I.E.(Ind),
F.Inst.H.E.(Eng), M.I.Mun.E.(Eng),
M.Am.Soc.C.E.,
Chief Engineer (Highways),
Chepauk, Madras-5.

To
The Secretary to Government,
Public Works Department,
Madras-9.

LETTER No. 66606 E4/53-5 dated 17th May 1954.

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Sir,

Sub: COMMUNICATIONS - South Kanara District - Reconstructing Sheikmale bridge at M.38/1-2 of Mangalore Mercara Road - Revised estimate - Regarding.

Ref: Government Memo No. 14458 A/54-3 d/8.5.1954.

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The particulars required by Government have been called for from the Superintending Engineer (Highways) Coimbatore and they are awaited. On receipt of the particulars, a reply will be sent to Government early.

for CHIEF ENGINEER (HIGHWAYS).

17.5.54.

nsk:170554.

A-R.KU 20/6/54.

PW(A2)

18 24/25/6

P.H(A2)

Memo No. 14458 A/54-4 dated 24-6-54

Subt: (As on p17 ante)

Ref:- From the CE(H) letter no. 66606-E4/53-5 dt/17.5.54 p17 ante

—:—

The CE (H) is requested to state when his final reply may be expected.

24/6/54

24.6.54

24/6/54

for CE(H)

NR

HIGHWAYS DEPARTMENT.

From
Sri K.K.Nambiar,B.E.,M.I.E.,(Ind),
F.Inst.H.E.,(Eng)M.I.Mun.E.,(Eng),
M. Am. S o c. C. E.,
Chief Engineer (Highways),
Chepauk, Madras-5.

To
The Secretary to Government,
Public Works Department,
Fort St. George,
MADRAS-9.

Letter No. 66606 E4/53-6 Dated 30th June, 1954.

Sir, 52951

SECRETARY TO GOVERNMENT
5-JUL 1954
PUBLIC WORKS DEPARTMENT

Sub: Communications - South Kanara District - Reconstructing Sheikmale bridge at M. 38/1-2 of Mangalore Mercara road - Revised estimate - approval requested.

Ref: Memorandum No.14458 A/54-2 dated 9th April 1954 Public Works Department, Government of Madras.

Letter No. Roc. D3-6203/51 dated 17-5-54 of Superintending Engineer (Highways) Coimbatore.

----:o:----

I enclose herewith a statement showing the items of work and the estimate amounts for the above work, as originally approved in G.O.Ms.No.2302 P.W. dated 1-6-51 and as per revised estimates prepared using the M.S. plate box-girders available at the Karimpuzha bridge at Mile 47/6 Calicut-Nilambur, Cuddalore road and adopting a R.C. decking in place of box girders.

The costs of the above estimates are as given below:

1) Estimate amount as approved in G.O.Ms.No. 2302 Public Works, dated 1-6-51. Rs.46,000/-

2) Estimate amount of the bridge (using the M.S. plate box-girder) Rs.70,660/-

3) The estimate amount for adopting a R.C. decking Rs.65,922/-

In the estimate for Rs.75,000/- submitted to Government in my letter No.66606 E4/53-2 dated 13-2-54, there is an arithmetical error in the calculations for the quantity of cement required. The quantity was originally given as 125 tons and after carrying out the necessary corrections, the quantity is reduced to 90.5 tons. In the statement now prepared, the corrected amount of the estimate for the work using the M.S. plate box girder is given as Rs. 70,660/-.

From the above it may be seen that actual extra cost involved due to adoption of box girder design over R.C. type decking is Rs. 70,660 - 65,922 = 4738/- which is about 7% of the cost of the estimate adopting an R.C. deck without plate girders. As the excess involved is not high, and as there seems no other suitable work at present to use the abondoned M.S. box girders, available at the site of Karimpuzha bridge, favourably, the estimate adopting the design of M.S. box girder may be approved and the revised administrative approval of the Government for the corrected amount of Rs. 70,660/- may be obtained and communicated to me at an early date.

for Chief Engineer (Highways).

Encl: Comparative Statement.

kt:30.6.

10

Statement.

S.No.	Description of work.	Abstract of the estimate for Rs. 46,000/- as forwarded to the Secretary, P.W.D. Madras in Chief Engr's letter No. 31346-C4/49-1 dated 5-10-49 approved in G.O.Ms.No.2302 P.W. dated 1-6-51 endorsed in C.E's(H)No.38144-C5/50-60 dated 11-6-51.				The es Chief 66606- 25-1-5 in his Quanti
		Quantity	Rate	Per	Amount	
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1.	Excavating soft disintegrated rock for foundations.	1672 C.ft.	30-0-0	1000 C.ft.	50-0-0	
2.	Earthwork excavation in sand for foundations.	4180 C.ft.	6-0-0	"	25-0-0	
3.	Earthwork excavation in hard gravelly soil for foundation.	5208 C.ft.	18-0-0	"	94-0-0 ~~941-0-0~~	
4.	Earthwork excavation in ordinary soil including leads and lifts for foundations and cutting down the shoal downstream, filling in low and eroded portion of the right bank in conformity with the right winged at end and reveting this bank widening bottleneck in the stream on the upstream side.	-	-	-	-	L.S.
5.	C.C. 1:3:6 with 1½" B.S.S.hard granite broken stone including cost and conveyance of all materials except cement for levelling course in foundation of abutments and wings.	1672 C.ft.	128-4-0	100 C.ft.	2,145-0-0	1500 C.ft.
6.	C.C. 1:4:8 with 1½" B.S.S.hard granite broken stone including cost and conveyance of all materials except cement between wing walls(below wearing coat).	-	-	-	-	520 C.ft.
7.	C.R. masonry 2nd sort in cement mortar 1:5 including all leads.	24470 C.ft.	104-0-0	"	25,449-0-0	20000 C.ft
8.	C.R. masonry Ist sort in cement mortar 1:5 including all leads.	3150 C.ft.	107-10-0	"	3,390-0-0	450 C.ft
9.	C.C. 1:2:4 with 3/4" B.S.S. hard granite broken stone including cost and conveyance of all materials except cement for coping over parapet walls and pedestals and cutwaters.	-	-	-	-	100 C.ft
10.	Reinforced cement concrete 1:2:4 with 1/2" to 3/4" hard blue granite metal.	1445 C.ft.	402-0-0	100 C.ft.	5,809-0-0	
11.					34920-0	

135

ate as received in r's memo No. 53-1 dated fter modification fice.			The estimate amount for adoption of R.C.C. decking in super-structure instead of box plate girders.				
Rate	Per	Amount	Quantity	Rate	Per	Amount	Remarks.
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
-	-	1000-0-0	L.S.	-	-	1,000-0-0	
53-0-0	100 C.ft.	795-0-0	1500 C.ft.	53-0-0	100 C.ft.	795-0-0	
53-0-0	"	276-0-0	520 C.ft.	53-0-0	"	276-0-0	
70-0-0	"	14,000-0-0	19650 C.ft.	70-0-0	"	13,755-0-0	
95-0-0	"	428-0-0	450 C.ft.	95-0-0	"	428-0-0	
72-0-0	"	72-0-0	100 C.ft.	72-0-0	"	72-0-0	
-	-	-	-	-	-	-	

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8
11.	Vibrated R.C.C.1:2:4 with 3/4" B.S.S.hard granite broken stone including cost and conveyance of all materials except steel and cement but including charges for centering, curing and fabrication.						
	(a)For deck slab.	-	-	-	-	930 C.ft.	3-4.
	(b)For Toe ribs.	-	-	-	-	-	-
	(c)For bed block.	-	-	-	-	270 C.ft.	2-(
	(d)Hand railings.	-	-	-	-	70 R.ft.	4-
12.	Cement concrete 1:1½:3 mix with 1/2" to 3/4" metal for wearing coat.	248 C.ft.	226-0-0	100 C.ft.	560-0-0	-	
13.	C.C. ~~1:~~ 1:1½:3 with 66-2/3% of 1" B.S.S. hard broken granite metal and 33-1/3% 1/2" B.S.S. granite chips including cost and conveyance of all materials, except cement.	-	-	-	-	600 C.ft.	76-(
14.	Cost and conveyance of cement to site.	-	-	-	-	125 tons.	126-
15.	Cost and conveyance of steel to site.	-	-	-	-	4.5 tons.	443-
16.	Cost of box plate girders inclusive of bearing plates.	-	-	-	-	66 R.ft.	
17.	Hoisting and placing the box girders in position and conveyance charges.	-	-	-	-	10 tons.	150
18.	Cement concrete 1:3:6 for coping work etc.,	40 C.ft.	148-4-0	100 C.ft.	59-0-0	-	
19.	~~Cement~~ Gravel backing 6" thick for revetments including cost and conveyance of gravel.	-	-	-	-	6600 C.ft.	20-
20.	Granite rough stone dry packing.	3159 C.ft.	37-0-0	100 C.ft.	1,169-0-0	18000 C.ft.	40
21.	Earthwork in hard gravelly soil for approaches.	70000 C.ft.	25-0-0	1000 C.ft.	1,750-0-0	-	
22.	Earthwork in ordinary soil including leads and lifts for forming approach roads.	-	-	-	-	-	

(9)	(10)	(11)	(12)	(13)	(14)	(15)
C.ft.	3,023-0-0	825 C.ft.	1-14-0	C.ft.	1,547-0-0	
-	-	495 C.ft.	3-10-0	C.ft.	1,794-0-0	
C.ft.	540-0-0	270 C.ft.	2-0-0	C.ft.	540-0-0	
R.ft.	280-0-0	70 R.ft.	4-0-0	R.ft.	280-0-0	
-	-	-	-	-	-	
100 C.ft.	456-0-0	600 C.ft.	76-0-0	100 C.ft.	456-0-0	
Ton.	15,750-0-0	93.5 tons.	126-0-0	Ton.	11,781-0-0	
Ton	1,996-0-0	6.6 tons.	443-8-0	"	2,927-0-0	
-	4,000-0-0	-	-	-	-	
Ton	1,500-0-0	-	-	-	-	
-	-	-	-	-	-	
100 C.ft.	1,320-0-0	6000 C.ft.	20-0-0	100 C.ft.	1,200-0-0	
100 C.ft.	7,200-0-0	16750 C.ft.	40-0-0	100 C.ft.	6,700-0-0	
-	-	-	-	-	-	
-	3,000-0-0	L.S.	-	-	3,000-0-0	

30225-0

P.t.o.

(1)	(2)	(3)	(4)	(5)	(6)	(7)
23.	Collection of laterite stones for soling.	3000 C.ft.	~~10-4-0~~ 19-4-0	100 C.ft.	578-0-0	
24.	Collection of hard granite metal 2" size.	1500 C.ft.	26-12-0	"	401-0-0	250 C.ft
25.	Collection of hard granite metal 1½" size.	1500 C.ft.	29-12-0	"	446-0-0	2200 C.f
26.	Soling with laterite stones excluding cost of stones.	6000 Sq.ft.	2-4-0	100 S.ft.	135-0-0	
27.	Gravel soling 1'-0" thick including cost and conveyance of gravel and spreading gravel in 3 layers of 4" each.	-	-	-	-	1050 S.ft
28.	Gravel soling 8" thick including cost and conveyance of gravel and spreading gravel in 2 layers of 4" ~~thick~~ each.	-	-	-	-	10600
29.	Collection of and supply of good gravel including cost and conveyance for consolidation of 2" and 1½" size metal.	-	-	-	-	1650
30.	Spreading granite metal in 2 layers of 3" thickness each including consolidation complete.	6000 Sq.feet.	2-11-3	100 S.ft.	162-0-0	-
31.	Spreading 6" thick granite metal in 2 layers of 3" each including gravel blinding, watering and power roller consolidation complete.	-	-	-	-	1050
32.	Spreading 5" thick granite metal in 2 layers of 3" and 2" thickness including gravel blinding, watering and power roller consolidation complete.	-	-	-	-	9900
33.	Baling out water including cofferdam etc.,	---------L.S. ----------			200-0-0	-----
34.	For expansion joints.	---------L.S ----------			60-0-0	-----
35.	Providing hand rails for approaches.	---------L.S ----------			200-0-0	-----
36.	Land acquisition.	---------L.S----------			1,000-0-0	-----
37.	Levelling the sheet rock including benching for foundation.	---------L.S----------			25-0-0	-
38.	Dismantling the existing ~~rock including benching for foundation.~~ old bridge and clearing the site	-	-	-	-	----

(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
-	-	-	-	-	-	-	
30-0-0	100 C.ft.	750-0-0	2500 C.ft.	30-0-0	100 C.ft.	750-0-0	
34-0-0	"	748-0-0	2200 C.ft.	34-0-0	"	748-0-0	
-	-	-	-	-	-	-	
15-0-0	100 S.ft.	158-0-0	1050 S.ft.	15-0-0	100 S.ft.	158-0-0	
ft. 10-0-0	-	1,060-0-0	10600 S.ft.	10-0-0	"	1,060-0-0	
ft. 13-8-0	100 C.ft.	223-0-0	1650 C.ft.	13-8-0	100 C.ft.	223-0-0	
-	-	-	-	-	-	-	
.ft. 3-6-0	100 S.ft.	36-0-0	1050 S.ft.	3-6-0	100 S.ft.	36-0-0	
.ft. 3-3-0	"	316-0-0	2900 S.ft.	3-3-0	"	316-0-0	
--L.S.---------		2,000-0-0		------L.S---------		2,000-0-0	
--L.S----------		400-0-0		------L.S----------		400-0-0	
--L.S----------		500-0-0		------L.S----------		500-0-0	
-L.S----------		1,000-0-0		------L.S----------		1,000-0-0	
-	-	-	-	-	-	-	
--L.S----------		450-0-0		-------L.S----------		450-0-0	

P.t.o.

(1)	(2)	(3)	(4)	(5)	(6)	(
39.	Back fill with rocky soil.	-	-	-	-	---
40.	Add ~~xxx~~ extra for vibrated concrete	-	-	-	-	---
41.	Construction of temporary sheds for workcharged establishment and for storing temporary balance of materials on a small scale.	-	-	-	-	---
42.	For maintaining diversion.	-	-	-	-	---
43.	Petty supervision charges.	--------L.S --------			1,100-0-0	---
44.	Contingencies and unforeseen charges.	--------L.S----------			1,193-0-0	---
45.	Major supervision charges.	-	-	-	-	---
					46,000-0-0	

*Les

So the excess amount involved in using th

True copy/Forwarded/F

R.N./22-5-54.

)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
							500-0-0
---L.S ----------			500-0-0	-------L.S ----------			[illegible]
---L.S----------			250-0-0	-------L.S----------			250-0-0
---L.S----------			2,000-0-0	------L.S----------			2,000-0-0
----L.S---------			2,500-0-0	-----L.S----------			2,500-0-0
----L.S--------			1,725-0-0	-------L.S-------			1,725-0-0
----L.S--------			1,748-0-0	-------L.S--------			1,755-0-0
---L.S----------			3,000-0-0	-------L.S----------			3,000-0-0
			75,000-0-0				65,922-0-0
the cost of)			4,340-0-0				
xcess cement.)							
		Total	70,660-0-0				

box plate girders shall be = Rs. 70,660 - Rs. 65,922-0-0

= Rs. 4,738/- or say Rs. 4,750/-

S.C. Nayak,
Suptg.Engr(H)Coimbatore.

Order.

Personal Assistant.

FOR CHIEF ENGINEER (HIGHWAYS)

URGENT.

P. W.D. (A.2).

D.O.No.14458 A/54- 5 D/ 2-8-54

Dear Sri Nambiar,

Sub: Reconstructing Sheikmale bridge adopting design of M.S. girder.

Ref: Your letter No.66606-E4/53-6 dated 30-6-54.

Please furnish urgently all papers relating to the purchase and fabrication of M.S. box girders and the auditor's objection thereto for perusal and return.

To

Sri K.K. Nambiar, B.E., M.I.E.(Ind.),
Chief Engr. (Highways),
Chepauk, Madras-5.

P.W.D. (A.2).

Abstract

Communications - Bridges - South Kanara district - Reconstructing Sheikmale bridge at mile 38/1-2 of Mangalore Mercara road - Revised estimate for Rs 70,660/- Approved.

Read:-G.O.Ms. No. 2302 P.W., dated 1-6-1951.
From the C.E.(H), letter No.66606-E4/53-6, dated 30-6-54.

G. O. MS. NO. 2883 D/ 19.8.54

The Govt. approve the revised estimate for Rs 70,660/- (Rupees Seventy thousand six hundred and sixty only) for the work of reconstructing the Sheimale bridge by adopting the design of M.S. box girder at mile 38/1-2 of the Mangalore Mercara road in South Kanara district in lieu of the estimate for Rs 46,000/- sanctioned in G.O.Ms.No. 2302 P.W., dated 1-6-1951.

CENTRAL DESPATCH BRANCH
Ven. / Port.
Despatched by Road. Post. Messenger.
Date 24/8/1954 Despatcher's Initials.

The C.E.(H).
The A.G., Madras, thro' Fin.Deptt.
Duplicate copy to A.G., Madras.
(by name).

(2 S/Cs.)

PW(A2)

D.O.No. 14458 A/54-7 Dated 11-10-54

Dear Sri Nambiar,

Sub: Reconstructing Sheikmale bridge adopting design of M.S. girder

Ref:- Your letter No 66606-E4/53-6 dated 30-6-54

—:—

I am to request that the papers called for in my D.O. No. 14458 A/54-5 dated 2-8-54 may be sent urgently.

Yours sincerely,

Y. S.

Thiru K.K. Nambiar, B.E., M.I.E(Ind)
CE(H), Madras

Date 12-10-54 Despatcher's Initials

9.10.54
Kmw 9.10.54
9.10.54

D. O. No. 66606 E4/53-11.

OFFICE OF THE CHIEF ENGINEER (HIGHWAYS),
CHEPAUK, MADRAS-5, DATED 2nd November 1954.

ASST. SECRETARY TO GOVERNMENT
4-NOV 1954
PUBLIC WORKS DEPARTMENT

Sri Ram,

Sub: SOUTH KANARA DISTRICT - Sheikmale bridge - adopting design of M. S. Girder - Contract papers - called for.

Ref: Your D.O.No.14458 A/54-7 dt.11.10.54

--

I have called for the papers from the Superintending Engineer (Highways) Cannanore and I shall send them to Government soon on receipt.

Yours sincerely,

(K. K. Nambiar)
Chief Engineer (Highways).

To
Sri M. S. Ram, I.A.S.,
Deputy Secretary to Government,
Public Works Department,
Fort St. George,
MADRAS-9.

PW (A2)
A-R Lr 5/12/54.

DEPUTY SECRETARY TO GOVERNMENT
4-NOV 1954

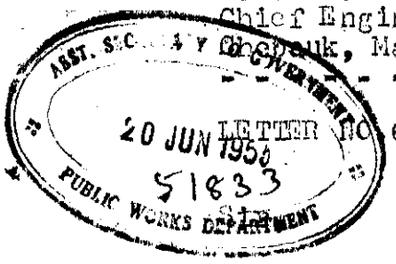
4.11.54
5.11.54
4.11.54

. 14458/54

HIGHWAYS DEPARTMENT.

From
Sri K. K. Nambiar, B.E.,
M.I.E.(Ind),F.Inst.H.E.(Eng),
M.I.Mun.E.(Eng),M.Am.Soc.C.E.
Chief Engineer(Highways),
Chepauk, Madras-5.

To
The Secretary to Government,
Public Works Department,
Fort St. George,
MADRAS-9.



LETTER NO. 66606-E4/53-~~33~~- DATED 17-6-1955.

Sir,

SUB: RECONSTRUCTING Sheikmalc bridge - Adopting design of M.S. girder - Papers relating to purchase and fabrication of girders intended for Karimpuzha bridge -

P42 note

REF: From Government, P.W.D. Pc.of T.M.No. 14458-A/54-11 dated 9-6-55.

****

Copy of audit objection called for from the Superintending Engineer(Highways) is still awaited. He is being specially reminded to expedite the same. I shall send the same on receipt from the Superintending Engineer(Highways).

P.W(H2) C.P. Nanaraja 17.6.55
for Chief Engineer(Highways).

VS:17/6. A.R. Nair 15.7.55.

17/6. 21.6.55 Kesw 21-6-55 21.6.55.

Urgent 4'4

T. M[redacted] No. 14458 A/54-12 Dated 20-7-55 P.W(A2)

From A.S, P.W.D.

To Rec'e (4)

Subt:- (as in p43 ante):

Ref:- Your letter No. 66606-E4/53-27 dt 17-6-55 p43 ante

T.M. issued. 20/7.

—·—

Please expedite the submission of the copy of audit objection.

20/7/55

20-7-55

Kww 20/7/55

GENERAL DESPATCH BRANCH
Ven.
Date [illegible] Despatcher's Initials

P. e-tgo

20/7/55

HIGHWAYS DEPARTMENT

From
Sri K.K.Nambiar,B.E.,M.I.E.,(Ind)
F.Inst.H.E.,(Eng)M.I.Mun.E.,(Eng)
M.Am.Soc.C.E.,
Chief Engineer (Highways),
Chepauk, Madras.5.

To
The Secretary to Government,
Public Works Department,
Fort St. George,
Madras.

27 JUL 1955
63673

Letter No.66606-E4/53-30 dated 22.7.55.

Sir,

Sub: Reconstructing Sheikmade bridge - adopting design of M.S. girder papers relating to purchase and fabrication of girders intended for Karimpuzha bridge.

Ref: From Govt., P.W.D., P.C.of T.M.No.14458-A/54-10 dated 25.4.55.

A copy of the audit objection relating to drawal of grant without getting materials is enclosed as required in Government Telephonic Message cited above.

for Chief Engineer (Highways) 25.7.55

Encl: Copy of Audit objection.

pm.25.7.

Extract of Para 61 of the audit report on the general fund accounts of the Malabar district Board for the year 42-43.

---

61 GRANTS. Nonrecurring = drawals of grant on advances = made for purchased of materials.

Advances made to the Controller of supplies and firms such as Tatas and Mysore Iron and Steel works, for the purchase of Iron materials and cement have been debited to the works concerned instead of "miscellaneous advances" eventhough the materials indented for have not been received and brought to stock and grants have also been drawn on such advances to the extent indicated below. In G.O.No.1433.L.A. dated Ist April '43, Government have permitted only the drawal of grants on the value of unused steel, iron etc. purchased for particular works on condition that such materials are eventually used on the works concerned The drawal of grants on the advances paid for materials which have not actually been received is irregular and the amounts would therefore need refund to Government unless the irregularity is condoned by Government.

G.O. Sanctioning the grant.	Amount of Grant drawn on advances made.	Particulars of work
	Rs.	
394.L.A.d/13.8.42.	12,270-0-0	Strengthening Koottilangadi bridge.
-do-	12,825-0-0	Strengthening Karimpuzha bridge.
2324.L.A.d/6.8.42.	2,453-0-0	Reconstructing the Erivarithodu bridge.
-do-	188.II.0 9,802-0-0	Providing R.C.deck for bridge at M.383/8 of A.4.C.
-do-	7,563-0-0	R.C. Deck for Thuppandd bridge.
-do-	2,183-0-0	R.C. for bridge at M.370/I on A.4.
-do-	1,091-0-0	Stengthening and widening the Vazhanthode bridge at M.370/8 on A.4.
-do-	1,091-0-0	Strengthening the bridge at M.375/8 on A.4.
-do-	5,000=0-0	Strengthening Eranhithodu bridge M.39/2 on Calicut Gudalur road.
-do-	9,664-0-0	Constructing Vadapuram bridge at M.392/7 of Madras Calicut Trunk Rd.
-do-	1,581-0-0	Strengthening the bridge at M. 392/7 of Madras Calicut Trunk Rd.
1411.L.A.d/5.5.42.	452-4-0	Reconstructing the bridge at 6/7 on road N.2.I.
-do-	366-0-0	Reconstructing the bridge at 6/5 on road No.2.I.

p.t.o.

1.	2.	3.
	Rs.	
3423/12.11.42.	4,391-0-0	Constructing the Edakkara bridge.
2324.L.A.d/6.8.42.	795-0-0	Strengthening the bridge at M. 49/8 on road No.5.II.
-do-	795-0-0	Strengthening the bridge at 52/2 on road No.5.II.
-do-	635-12-0	Strengthening the bridge at M. 73/1 on road No.IV.
2324/L.A. d/6.8.42.	512-12-0	Strengthening the bridge at M.62/ on road No.S.III.
-do-	59-0-0	Laterite arch at 36/5 of A.24.IV.

/True copy/

for Chief Engineer (Highways) 25.7.55

pm 25.7.

49 P.W.D. (A2)

MEMO. NO. 14458 A/54-13 D/ 16-9-55

Sub:- COMMUNICATIONS - Bridges - South Kanara Dt. - Adopting design of M.S. girders for Sheikmale bridge.

Ref:- From the C.E. (H) Letter No. 66606/E4-53-24 d/13-4-55.
From the C.E. (H) letter No. 66606-E4/53-30 d/22-7-55.

The C.E. has reported that the file of the ex-District Board Engineer's office relating to the purchase and fabrication of girders intended for the Karimpuzha bridge was destroyed in October 1952 but that the circumstances under which this file was destroyed when audit objections were pending are not known. He is requested to take suitable measures to ensure that such files are not destroyed before the audit objections are finally settled.

To

The C.E. (H).

15-9-55

16-9-55

C No. 14458 A/54

P.W.(A2)

Sub: COMMUNICATIONS - Bridges - South Kanara district - Reconstructing Sheikmale bridge at M.38/1-2 of Mangalore-Mercara road - Revised estimate for Rs 75,000/- Approved.

Ref: G.O.Ms.No.2302, P.W., dated 1-6-1951.
From the C.E.(H) letter No. 66606-E4/53-2, dated 18-2-54.

G.O.Ms.No. Dated:

The Government approve the estimate for Rs 75,000/- (Rupees seventy five thousand only) for the work of reconstructing the ~~Sheikmale~~ Sheikmale bridge at Mile 38/1-2 of the Mangalore - Mercara road in South Kanara district, in lieu of the estimate for Rs 46,000/- sanctioned in G.O.Ms.No.2302, P.W., dated 1.6.51.

To
The C.E.(H)
The A.G. thro' Finance.
Duplicate copy to
Sri.A.Balakrishnan,
A.G., Madras.
1 Sc.

Note: In G.O.No.2302, P.W., dated 1-6-51 an estimate for Rs.46,000/- for the work of reconstructing the Sheikmale bridge at M.38/1-2 of the Mangalore Mercara road in South Kanara district was sanctioned. The C.E. has now submitted an estimate for Rs 75,000/- for this work. This estimate exceeds the sanctioned estimate ~~for~~ Rs 46,000/- by 63 per cent. The excess in the fresh estimate is reported to be mainly due to the adoption of current schedule of rates and partly due to the use of the abandoned M.S.Box girders available at the side of Karimpuzha bridge at M.47/6 of the Kozhikode Nilambur Gudalur road in Malabar district. In this connection he has ppinted out

that the expenditure incurred on the purchase of the girders was kept under objection by the A.G. and that as no other suitable bridge work could be found in the West Coast, it was decided to use them on the Sheikmale bridge. He has also stated that as the girders had already been fabricated, its suitability with respect to the features of the Sheikmale bridge and standard loadings had to be investigated and the final decision to adopt it took some time and that therefore the estimate could not be submitted earlier. He requests that the estimate may be approved early since it is necessary to reconstruct the bridge early.

The draft order overleaf is for approval. Finance may see for acceptance.

A/ 1.3.54 2/ 5.3.54 Fin

1/ 3.54 "

P.W.D. U.O.No. 14458 A/54-1 5-3.54

Finance (Exp B)

The draft order on P.1. above may be accepted. D.(FFE) may see.

1/ 3.54 2/ 13.3.54 PWD 3

15/3/54

ADDITIONAL DEPUTY SECRETARY TO GOVERNMENT 17733 6-MAR 1954 FINANCE DEPARTMENT

Fin 17733 Ed/54-1 16-3-54

DEL. ASST. SECRETARY TO GOVERNMENT 18 MAR 1954

22071

P.W.(A2)

The proposal in this file is to approve a revised estimate for the work of reconstructing the Sheikmale bridge at mile 38/1-2 of the Mangalore Mercara road in South Kanara district. In G.O.No.2302, P.W., dated 1-6-1951 the Government sanctioned an estimate for Rs 46,000/- for the work. The Chief Engineer (Highways) has now submitted an estimate for Rs 75,000/- for this work. This estimate exceeds the sanctioned estimate of Rs 46,000/- by 63 per cent. The excess in the fresh estimate is reported to be mainly due to the adoption of current schedule of rates and partly due to the use of the abandoned M.S.Box girders available at the site of the Karimpuzha bridge at mile 47/6 of the Kozhikode Nilambur Gudalur road in Malabar district. In this connection the Chief Engineer has pointed out that the expenditure incurred on the purchase of the girders was kept under objection by the Accountant General, Madras, and that as no other suitable bridge work could be found in the West Coast, it was decided to use them on the Sheikmale bridge. He has also stated that as the girders had already been fabricated, its suitability with respect to the features of the Sheikmale bridge and standard loadings had to be investigated and the final decision to adopt it took some time and that therefore the estimate could not be submitted earlier. He has requested that the estimate for Rs 75,000/- may be approved early since it is necessary to reconstruct the bridge early.

In the circumstances this Department have proposed to approve the estimate for Rs 75,000/ as in the draft order on page 1 ante. Finance

14458/54

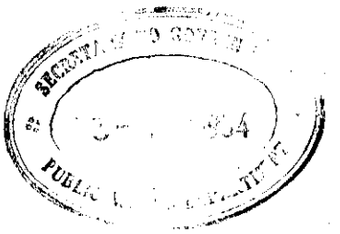
have accepted the draft order. The draft order may issue after approval in circulation to M(W) and M(F&E).

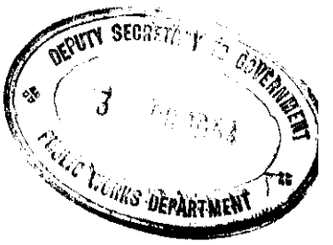
A-J. chary
26.3.54
H.S., P.W.D.

A/ 25.3.54
Kow 26.3.54

3/6/54

O.S. Rao
27/5/54





From Page 3 Note

M(W) Karpagajam 27/3

M(F&E) M.S. Box girders' cost comes up to only 5500. ~~In addn~~ Apart from that the addl. expenditure involved is ~~more than~~ about 25,000 Rs. What would be the estimate if we do not use the M.S. Box girders for this bridge? The original estimate also maybe put up for comparison.

C. Veluswamidas
2.4.54

The CE(H) may be consulted as in the draft memo below.

M 9.4.54

M/ 8/4/54
Kow 8.4.54

(Issued as Memo No. 14458 A/54-2 dated 30-6-54)

From the C.E.(H), Letter No. 66606-E4/53-6, d/30-6-54.

With reference to the minutes of M (F & E) on p.4 ante, the following statement is submitted:-

ORIGINAL ESTIMATE	REVISED ESTIMATE			
	Using Box girders		By R.C. Decking.	
	Estimate.	Percentage of excess over the estimate in col.(1)	Estimate.	Percentage of increase on the estimate in col. (1).
Rs.	Rs.		Rs.	
(1)	(2)	(3)	(4)	(5)
Rs. 46,000	Rs. *70,660	53.6	Rs. 65,922	43.3

*Decrease of Rs.4,340/- when compared with the amount of Rs.75,000/- mentioned at 'A' on p.3 ante is due to rectification by the C.E.(H) of an arithmetical error in reckoning the total quantity of cement required for the work

The Chief Engineer has reported that there is no other suitable work at present to use the abandoned M.S. box girders available at the site of the Karimpuzha bridge. It is for orders whether the revised estimate for Rs 70,660/- for the work under reference adopting the design of box girders may be approved therefor.

2. The file may be circulated to M (W) and M (F & E) for orders.

21.7.54.

A.J. Chandy 21.7.54 A.S., P.W.D.

21.7.54

M.S. Ram 21/7/54

M(W) 23/7

M(F&E) A A above approved. Put up all papers relating to the purchase and fabrication of M.S. Box girders and the auditors objections thereto for my perusal. 26.7.54

DEPUTY SECRETARY TO GOVERNMENT 29 JUL 1954 PUBLIC WORKS DEPARTMENT

6

With reference to the orders in circulation on the previous page a draft order and a draft D.O. to the C.E. are submitted. Finance may see the draft order before issue (the draft D.O. after approval will be required for issue before sending the file to Finance).

30.7.54
Kww
30/7/54

31.7.54

file

P.W.D. U.O.No.
14458 A/54-6
2
2/8/54

Finance (E.B)

(Previously seen in Finance on 6.2 above)

The orders in circulation on 6.4-5 above and the draft order below may be passed. The draft order may be slightly amended as indicated in pencil.

7.8.54

9854

11/8/54
PW

2 AUG 1954
FINANCE DEPARTMENT
2562

Fin. (W)
75863(EB)/54-1

PW(A2)

The amendment to the draft order below indicated in pencil by Finance may be accepted and the draft issued as amended.

63925

12 AUG 1954
ASST. SECRETARY TO GOVERNMENT
PUBLIC WORKS DEPARTMENT

18.8.54

18/8/54
Kww
18/8/54

(ISSUED AS D.O.No.14458 A/54-5 dated 2-8-54)
(issued as G.O.Ms.No.2883 P.W. dated 19-8-54)
From the C.E(H) Lr.No.66606 E4/53-24 dated 13-4-55.
From the C.E(H) Lr.No.66606-E4/53-30 dated 22-7-55.

....

Please see the minutes of M(F&E) at the foot of page 5 ante.

2. The work of strengthening the Karimpuzha bridge was sanctioned in 1942 as a grant-in-aid work to be executed by the Malabar District Board. The District Board drew grants based on advances paid for materials but not actually received by it and this was objected to in Audit - vide copy of the Audit Report at p.47-C/. since obtained from the C.E(H). The C.E. has reported that the file of the ex-District Board Engineer's office relating to the purchase and fabrication of girders intended for the Karimpuzha bridge was destroyed in October 1952 and that the circumstances under which this file was destroyed when audit objections were ~~was~~ pending are not known. He has, however, reported that the audit objection which was about the drawal of grant by the District Board without getting materials was dealt with in a separate file. He has also reported that the office file of the C.E., P.W.D.(General) relating to the issue of license with indent for steel for the bridge under reference is not readily available. Therefore he has requested that the matter may be dropped.

3. In the circumstances reported by the Chief Engineer it is for consideration whether the matter may be dropped and the Chief Engineer ~~may, perhaps, be~~ told that suitable steps should

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be taken to avoid such lapses.

4. The file may be circulated to M(W) and M(F&E) for orders.

25/8/55

26/8/55

DS

N.Raghavanam

27.8.55

M(W)

M(F&E) Subramaniam

8.9.55

With reference to 'A' on page 7 and 8 above a draft memo. to the C.E. (H) is submitted for approval. After issue the file may be closed in the G.O. at p. 27 c.f.

15.9.55

16.9.55

(Issued as Memo No 14458 A/54-13 dt/16.9.55)